

CHAMPAGNE
Chas. Loubet & Co.
EXTRA SEC.
Per Case 1 doz. qts. \$12.00
" 2 doz. pts. \$15.00
SOLE AGENTS:
H. Price & Co.,
WINE & SPIRIT MERCHANTS,
458 12, Queen's Road.

The China Mail.

ESTABLISHED 1843.

KING EDWARD VII.
SCOTCH
WHISKY
WHITE LABEL
PER DOZEN \$15.00
SOLE AGENTS:
H. Price & Co.,
WINE & SPIRIT MERCHANTS,
458 12, Queen's Road.

No. 18,261

二月十日五零零九一英

HONGKONG, MONDAY, OCTOBER 2, 1905.

四月九日

PRICE, \$3.00 Per Month.

INSTITUTE OF HYGIENE
CERTIFICATE.

THIS is to Certify that the LAGER
BEER of Messrs JOHN JEFFREY
& CO. of Edinburgh has been passed by
the Examining Board of the Institute of
Hygiene as fulfilling the Standard of Purity
and Quality required by them.

Issued this Second day of January, 1905.

PRICE:
\$16.50 PER CASE OF 7 DOZ.
PINTS.

MACEWEN, FRICKEL & CO.,
SOLE AGENTS:
Hongkong, July 4, 1905. 1816

Intimations.

LOST.

A LADY, Curly-Haired, Dark Grey
AIREDALE TERRIER. Litter
No. 2134 on Collar. Reward. Notify C.
C. SCOTT, c/o Messrs Butterfield & Swire.
Hongkong, September 27, 1905. 1858

HONGKONG CITY GODOWN.

WE receive all kinds of non-hazardous
goods for Storage in all Ventilated
and Lighted EUROPEAN FIRST-CLASS
GODOWN. CENTRAL POSITION.

Rate of Fire Insurance 1/2% only.
For Particulars apply to
LUTGENS, EINSTMANN & CO.,
Hongkong, July 10, 1905. 1838

CHINESE IMPERIAL VERNMENTO
7 PER CENT.

SILVER LOAN OF 1888, E.

38TH HALF-YEALY DRAWING.

INTEREST DUE and DRAWN BONDS
of this Loan will be Payable at the
Offices of the Corporation or after the
30th September, 1905.

List of Drawn Bonds can be obtained on
application to the Undersigned.

For the HONGKONG & SHANGHAI BANKING
CORPORATION,
Agents issuing the Loan,
J. R. M. SMITH,
Chief Manager,
Hongkong, September 29, 1905. 1851

IN THE MATTER OF THE TERRA
PLANTING COMPANY, LIMITED.

IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that on
and after SATURDAY, 30th SEPTEMBER,
the Liquidators are prepared to
distribute a First and Final DIVIDEND
of Two Dollars and Twenty-six and Seven-
tenths cents per Share to those Shareholders
who apply for same and deposit their Share
Certificates at the Office of the Undersigned.
Signed, Alexandra Buildings, Das Vouw
Road, Hongkong.

JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, September 22, 1905. 1788

NIPPON LAUNDRY.

No. 62 and 63, PRAYA EAST.
A LL Work done in this Establishment
is promptly executed. Neatness &
Speciality. Ironing and Washing done by
experienced Japanese. Prices MODERATE.

G. MONYE, Proprietor.
Hongkong, February 13, 1905. 308

THE HONGKONG FROZEN FOOD
SUPPLY.

On and after MONDAY, the
18th September, 1905, the Depot
in WYNDHAM STREET (DAIRY
FARM DEPOT) will OPEN at
6.00 A.M. instead of 6.30 A.M.

Hongkong, September 14, 1905. 1788

THE POPULAR
SCOTCH
IS
BLACK & WHITE



MES. BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to

S.M. THE KING
and
H.R.H. THE PRINCE OF WALES

Supplied to the Royal Household
and to the Royal Yacht
PRINCE OF WALES.

Hongkong, June 1, 1905. 1064

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY.
OFFICES & STORES: No. 29, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.
JOINT SERVICE of the HONGKONG, CANTON and
MACAO STEAMBOAT CO., LTD., and the CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

HONAM, 2,938 tons, Captain H. D. Jones.
POWAN, 2,388 tons, Captain G. F. Morrison, R.N.R.
FATSHAN, 2,260 tons, Captain R. D. Thomas.
HAIKOW, 3,075 tons, Captain C. V. Lloyd.
KUNSHAN, 1,925 tons, Captain J. J. Lavers.
Honkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.
and 10.30 p.m. (Saturday Excepted).
Departure from Canton to Hongkong daily at 9.30 a.m., 3 p.m. and 6 p.m.
(Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.
Departure from Hongkong to Macao on week days at 2 p.m.
Departure on Sundays at Noon. Departure from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE of the H.K. & C. MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION
COMPANY, LTD., and the Indo-China Steam Navigation Company, LTD.

Canton-Wuchow Line.

SAIMAN, 688 tons, Captain W. A. Valentine.
NANNING, 569 tons, Captain C. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the:-

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS, (First Floor), opposite the Hongkong Hotel.
Or by BUTTERFIELD and SWIRE.
Agents: CHINA NAVIGATION CO., LTD.

18

FOR CANTON.

THE new and fast Twin-Screw Steamer
SAN OHUNG, 651 Tons, Captain J. McGINN, will leave for Canton at 9 P.M. on SUNDAYS
TUESDAYS and THURSDAYS and return to
Hongkong on the following days leaving
Canton at 8.30 A.M. Excellent accommodation,
Electric Light, and perfect cuisine. Wharf
at Hongkong near Harbour Office.

First-class Fare \$3 each way. Second-
class, \$1.00 each way. Meals, \$1 each.
Cargo Freight very moderate.

CHEUNG ON STA. MBOT CO., LTD.,
No. 138, Connaught Road Central.
Hongkong, April 1, 1905. 700

STEAM TO CANTON.

THE new Twin Screw Steel Steamers
KWONG CHOW, 1,300 tons, Captain T. R. Mead.
KWONG TUNG, 1,238 tons, Captain J. W. Walker.
Leave Hongkong for CANTON at Every
Evening (Saturday excepted).
Leave CANTON for HONGKONG about
5.30 o'clock Every Evening (Sunday
excepted).

These fine new Steamers have unex-
celled accommodation for First Class
Passengers and are lit throughout by
Electricity. Electric Fans in First-class
Cabins.

Passage Fare—Single Journey, \$4.00
Meals \$1.00 each.
The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHU ON S.S. CO., LTD.,
AND
YUEN ON S.S. CO., LTD.,
No. 9, QUEEN'S ROAD WEST.
Hongkong, August 23, 1905.

HONGKONG-MACAO LINE.

S. S. WING CHAI,
CAPTAIN T. AUSTIN, R.N.R.
THIS Steamer departs from HONGKONG
on WEEK DAYS at 7.30 A.M. and
on SUNDAYS at 8.30 A.M. Departs from
MACAO on Week Days about 2.30 P.M. and
on Sundays at 5.30 P.M.

FARE 1—Week Day 1st Class, including
cabin and servant, Single \$3. Return
Ticket \$5. 2nd class \$1. 3rd class 50 Cents.
Every Sunday there will be an Excursion
at the following rates—1st and 2nd Class
Single Ticket \$1. Return \$2. 3rd Class
Single 30 Cents. Return 60 Cents. Steerage
10 Cents.

Any Meals can be supplied on Board at
a charge of \$1.00 per Meal. On Sundays,
Passengers desiring to have a Private Cabin
which has accommodation for two or more
passengers will be charged \$3 extra.

First-class Passengers who do not care
to return on the Excursion Sunday, will be
allowed to do so the following day (Monday)
on production of the Return Ticket. Should the Steamer not run on the
Monday, owing to the Boiler Cleaning, due
notice will be given by the Captain, and the
Boat Ticket will be available for the following
day. The Ship is lit throughout by
Electricity.

The Steamer's Wharf at Hongkong is at
the Waters end of Wing Lok Street.

SAM. WANG CO.,
1 Queen's Road Central.
Hongkong, June 1, 1905. 1064

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Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
G. FALCONER & Co. ARE AGENTS FOR HOSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

HOTEL MANSIONS, opposite the New Post Office site.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
6, QUEEN'S ROAD CENTRAL.

2123

JAPAN



COALS.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PARCIS BUILDINGS, ICE HOUSE STREET, FIRST FLOOR.OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tsinan, Newchwang, Port Arthur, Szechuan, Chinkiang, Yokohama, Tokio, Nagoya, Osaka, Kobe, Madzuru, Kure, Shimoneseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Maizuru, Mikaze, Hakodate, Tadpo, etc.

Telegraphic Address: 'MITSUI' (A.B.C. and A 1 Code).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Milie, Tagawa, Yamano, and Ida Coal Mines, HOME AGENTS for Hokoku, Honda, Kanada, Fujinotani, Mamada, Manmura, Oncura, Otsu, Sashara, Tsubakuro, Yoshinotani, Yoshi, Kunokihara, and other Coal.

S. MINAMI, Manager, Hongkong.

Hongkong, May 31, 1904.

1116

BROOKETON COLLIERY

IS Prepared to Supply BUNKERS alongside the Wharf at LABUAN, to any steamer calling there. Prompt despatch. For particulars as to Price, etc., please apply to the Undersigned.

FRESH WATER can also be obtained at the Wharves. Steamers of any draft can be berthed.

Coal sold in 1904 by the Company amounted to 1,520,000 tons.

EAST ASIATIC TRADING CO., FOR AGENTS.

Hongkong, September 16, 1905.

1755

UNTOUCHED BY HAND.

MELLIN'S
FOOD
For INFANTS and INVALIDS.
MELLIN'S FOOD is free from Starch
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

P.RIZE
MEDAL
PHILADELPHIA
EXHIBITION
1876
JOHN OAKLEY & SONS
WELLINGTON EMERY & BLACK LEAD MILLS, LONDON
EMERY GLASS BLACK
CLOTH PAPER LEAD
WELLINGTON KNIFE POLISH
JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.

UNEQUALLED For
HIGH QUALITY,
EXQUISITE FLAVOUR & DIGESTIBILITY.

Van Houten's Cocoa
"Pure and Unmixed,"—THE LANCET.
"In Flavour it is perfect,"—THE BRITISH MEDICAL JOURNAL.
None of the numerous Cocos have as yet equalled Van Houten's in stability, agreeable taste, and nutritive properties.—HEALTH.

BEST & GOES FARTHEST.

Intimations.

**MITSU BISHI CO.**

COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.CABLE ADDRESS: 'IWASAKI,'
which applies to all Branch Offices and
Hongkong and Shanghai Agencies.A1, ABC 5th EDITION, WESTERN
UNION CODES USED.ALL LETTERS ADDRESSED
MANAGER, MITSU BISHI CO., WITH
NAME OF PLACE UNDER.**BRANCH OFFICES.**
NAGASAKI, MOJI, KOBE, KARATSU
AND HANKOW.

AGENCIES.

SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. U. JEFFRIES.
YOKOHAMA: M. ASADA.
CHINKIANG: GEARING & CO.
MANILA: MACDONALD & CO.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Arsenals; the Imperial Railways; Sanpo, Kiushu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shinmei, Namazaki and Kamiyama Collieries, and also Hojo Colliery which will shortly be ready to produce on a large scale the best Buzen Coal.

Sole Agents for Kigyo, Komatsu (Tagawa) and Yashimachiro Coal (Karatzu).

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1904 by the Company amounted to 1,520,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, March 11, 1905.

77

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.
(IN LIQUIDATION)

TIME TABLE

7.00 a.m. to 7.30 a.m., Every 20 minutes.
7.30 a.m. to 8.00 a.m., Every 10 minutes.
8.00 a.m. to 8.30 a.m., Every 15 minutes.
8.30 a.m. to 9.30 a.m., Every 10 minutes.
9.30 a.m. to 11.00 a.m., Every 15 minutes.
11.30 a.m. to 12.45 p.m., Every 15 minutes.
12.45 p.m. to 1.15 p.m., Every 10 minutes.
1.15 p.m. to 1.45 p.m., Every 15 minutes.
1.45 p.m. to 2.15 p.m., Every 10 minutes.
2.15 p.m. to 3.00 p.m., Every 15 minutes.
3.30 p.m. to 5.00 p.m., Every 15 minutes.
5.00 p.m. to 8.00 p.m., Every 10 minutes.
NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m., every half hour.

SUNDAYS.

Extra Cars at 11.30 and 11.45 p.m.
SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vaux Road Central.JOHN D. HUMPHREYS & SON,
Liquidators.

Hongkong, July 13, 1905.

1061

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Hours for Receiving Advertisements and Corrections to Advertisements.

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent in before 3 p.m.

G. M. BAIN.
CHINA MAIL Office, May, 1904.SIR ROBERT HART'S
MEMORANDUM.

A Series of Articles on Sir Robert Hart's Schemes for the Improvement of China.

Reprinted from the CHINA MAIL. To be had in pamphlet form at this Office.

PRICE 50 CENTS.

Hongkong, July 4, 1904.

1237

THE REAL THING AT
LAST.

TRY

FUSSELL'S EVAPORATED
CREAMSNO PRESERVATIVE OF ANY KIND
IS USED.

THIS IS ABSOLUTELY GUARANTEED.

H. RUTTENBERG,
No. 5, D'Aguilar Street,
and 38 to 42, Elgin Rd., Kowloon.

Hongkong, September 20, 1905.

741

HONGKONG CLUB.

TO LET.

2 ROOMS, on the Ground Floor of the
Annex, from 1st September next,
suitable for Office.

For particulars, apply to the undersigned.

G. H. GRACE,
Secretary.

Hongkong, June 1, 1905.

1680

HONGKONG CLUB.

TO LET.

TOP FLOOR of No. 19, Robinson Road,
Kowloon. A most desirable 4-roomed
Flat. Grand View of Lysemon Pass.
Moderate Rent.

Apply to

THE ANGLO-AMERICAN STORE.

Hongkong, June 21, 1905.

338

HONGKONG CLUB.

TO LET.

TWO FIRST-CLASS SHOPS, En-
sured Style, in Kowloon. Possession
on or about November 1905.

MODERATE RENT.

Apply to

HUMPHREYS' ESTATE & FINANCE
CO., LTD.

Hongkong, February 20, 1905.

disease themselves, but that their tissues are overladen with incompletely transformed, fertilizing matter, and, therefore, do not provide a completely organised tissue for the human organs to feed upon.

I am quite at one with Dr Russell that the cure of consumption rest on increasing the digestive capacity, and improving its nutrition. There is, however, a further point, and on this, probably, temperance people may misunderstand me, but I am bound to say it—I look upon the liquor of gin as one of the most important causes of the tertium of the English people that is to say, the last of England. To my mind, it is not the alcohol in the beer, but it is the salts which are obtained from the barley, which contaminate the quality of the beverage.

There are two things which I consider very valuable in promoting the growth of the English race—one has been the beer, and the other has been the old English dish of "furniture," made of barley corn. I especially want to emphasise the fact, that the beer originally drunk was not in the form of barley tea than is the case to-day.

Any man who has been to the old farmhouse breweries will know what I mean when I speak of sweet beer, which is really malt tea. It is composed of malt barley put to boil, and cooked in large quantities; and the liquor, on being drawn off, is really strong sweet beer. In my opinion, there is the essential value of the early beer, or, as it used to be, malt tea. I believe in that form of beer—I think alcohol is an injurious addition to make it keep.

This malt tea, it is Dr Oldfield's conclusion, contains a great amount of nerve food, and we use it in our hospital to a considerable extent.—Standard.

SHARE REPORT.

In the weekly share report, dated 29th September, Messrs Vernon and Smyth state:

Cash business has been fairly active during the week, and rates have ruled firm with a few important exceptions. In the present state of the market a drop in rates should not be taken too seriously, as in most cases it is due to forced sales on a small and restricted market; while on the other hand a sudden rise in rates is attributable in many cases to impatient demand which cannot be immediately satisfied; the latter occurrence, however, is less frequent than the former, as tight money amongst the Chinese, the inducement to realize dollar stocks at the ruling high rate of exchange, and the influence of the monthly settlements, are strong features of the market at the present time.

Banks.—Hongkong and Shanghai have been negotiated at \$9.0, closing steady at that. National unchanged and without business.

Marine Insurance.—A few old lots of Union clung hands in the early part of the week at \$785, and later a fair business was transacted at \$787, market closing at \$789 with buyers. China Traders have found a fair number of buyers at \$79 and a good business has been put through at that rate. Cantons on the issue of their Report, have improved to \$840 in the sales and buyers. The managers recommended a dividend of \$20 per share, placing \$200,000 to reserve fund, \$5,000 to re-insurance fund, and carrying forward to the current year's account \$211,64,37, an account which has been received with much satisfaction by the shareholders. North China are enquired for at \$1,32, but none seem procurable. Yangtze remain unchanged and without business.

Fire Insurance.—Hongkong have improved to \$840 after sales at \$837, the market closing with a few sellers. China have also ruled firm and the rate has risen to \$874 without sales.

Shipping.—Hongkong, Canton, and Macao remain steady at \$864 with buyers, while at \$87 a few shares are probably procurable. Indes, with a demand from Shanghai, have risen to \$885. A fair business was put through at that rate, the market closing rather quiet with probable sellers. We have nothing else to report under this heading.

Refineries.—China Sugars, with a few settlement shares on the market, have continued weak, and sales have been made at rates under \$820, the normally quoted price during the week. The market closed firmish at \$820. Lazons have been placed at \$155, and close with sellers.

Mining.—We have nothing to report under this heading.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks, after further small sales at \$1,38, suddenly fell to \$1,67 with sellers, and the rate had to be dropped further to \$1,845 before sale were effected. At that rate a good many shares changed hands, and with an insufficient number to supply the demand the prices rose to \$1,855, at which they close with buyers. Kowloon Wharves are obtainable at \$104, without sellers. Farmers have ruled between \$143 and \$145, closing at \$144 buyers.

Lands, Hotels and Buildings.—Hongkong Lands close weak at \$128 without business. Kowloon Lands have found buyers at \$49. Humphreys at \$124 and West Paint at \$85. Hotels are quiet at quotations.

Cotton Mills.—No change or business to report.

Merchandise.—China Provisions have changed hands at \$8,90 and \$9. Dairy Farms at \$171. Green Islands at \$27 and \$28 (in small lots). Steam Water-boats at \$14 and Powells (old) at \$12. Watsons are enquired for at \$14.

DENTISTRY.

DR. HARRY FONG,
AMERICAN TRAINED DENTIST.

PROCTORIAL and Latest Improved Appliances.
61, QUEEN'S ROAD CENTRAL.
Hongkong, July 28, 1904.

Dr. M. H. CHAUN,
THE Latest Method of the AMERICAN
SYSTEM of DENTISTRY.
37, DES VIEUX ROAD CENTRAL,
From the University of Pennsylvania,
U.S.A.—Hongkong July 22, 1905.—1888

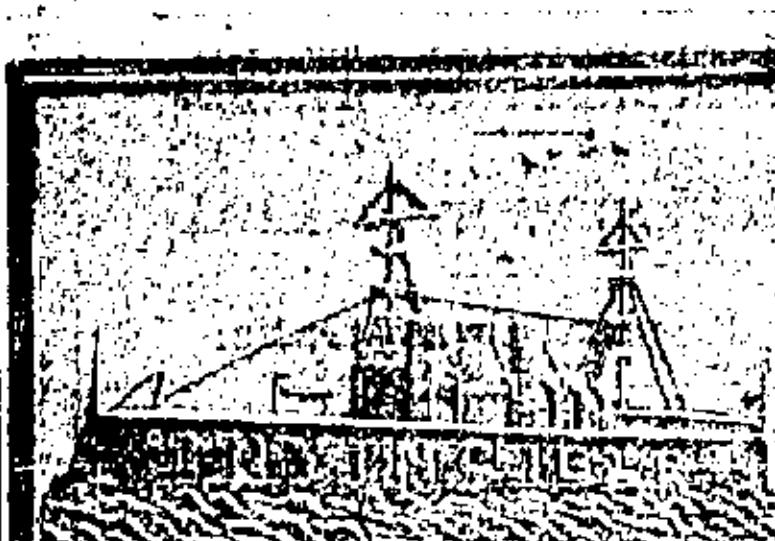
S. I. E. N. T. I. N. G.
Surgeon Dentist
No. 14, D'AGUILA STREET.
TERMS VERY MODERATE
Consultation Free.
Hongkong, April 24, 1906.

GEO. ANGUS & CO.,
LIMITED.

ST. JOHN'S WORKS, NEWCASTLE-ON-TYNE.
Oak Tanned Leather Belting,
Link Belting, Raw Hide Belting,
Raw Hide Gears, &c.

CANVAS HOSE, COTTON BELTING,
HAIR BELTING.

WORKS-BENTHAM, LANCASTER.



Also the Original
ADMIRALTY QUALITY INDIA
RUBBER SHEET (Invincible
Brand.)

Also the Original
THE "RED ANGUS" SHEET.

All Genuine Goods stamped with
our Trade Mark.

Agencies in Calcutta, Bombay,
Rangoon, Shanghai, &c.

ESPECIAL OLD TOM GIN.

MARSHALL AND ELVY'S

SATINETTE
(REGISTERED)

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

DES VIEUX ROAD.

Hongkong, May 17, 1905.

For Sale.

LAND FOR SALE.

J. L. NO. 117
MOUNT KELLET, PEAK.

THIS Piece of Land is suitable for building a European house with Tennis Courts, and commands a fine View of Harbour.

Apply to SANG LEE & CO.,

Contractor,

No. 59, Des Vieux Road Central, 1st Floor,

Hongkong, July 23, 1905. 1402

FOR SALE.

DERAMBULATOR—Nearly New. Best

English Manufacture. RUBBER

TYRE. S. C. Springs latest pattern.

Apply to "PHARM."

Care of "CHINA MAIL" Office,

Hongkong, September 25, 1905. 1821

Auctions.

PUBLIC AUCTION.

MR. GEORGE P. LAMMERT has received instructions to sell by Public Auction, on

MONDAY.

the 9th October, 1905, at 3 P.M., at his

SALON ROOM, DUDDELL STREET.—

The following

VALUABLE LEASEHOLD PROPERTY

Situate at Victoria, in the Colony of

Hongkong, namely:—

All that Piece or Parcel of Ground situate at Victoria aforesaid, registered in the Land Office, as Section A of Inland Lot No. 14/6, Area 1907 square feet or thereabout; term 999 years; Annual Crown Rent \$7,99 together with the messuage thereto known as No. 49, CAINE ROAD, Victoria aforesaid.

For further particulars and Conditions of Sale, apply to JOHNSON, STOKES & MASTER, Solicitors for the Mortgagors;

or to GEO. P. LAMMERT,

Auctioneer, Hongkong.

Dated the 20th day of September, 1905.

1799

MEE CHEUNG,

HIGH-CLASS PHOTOGRAPHER.

Deploying and Printing for Advertiser.

ENLARGEMENT & SPECIAL FEATURE.

BRANCH HONGKONG HICKLON CORRIDOR

1857

ADVERTISE

ADVERTISE

ADVERTISE

A ONE-FIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for Advertising is

the China Mail.

Read by all Classes in the Colony

and undoubtedly the

POPULAR & LEADING PAPER.

Established over Half-a-Century.

His Britannic Majesty's Ships on the China Station.

Name.	Class	Tons.	Guns.	I.H.P.	Captain.	Last recorded
Alberty	despatch-vessel	17,700	12	3,000	Comdr. Richard M. Harbord	
Andromeda	cruiser, 1st class	11,000	6	16,500	Capt. R. N. Onslow	
Arius	torpedo boat destroyer	550	6	7,000	Lt. Comdr. R. H. Monckton	
Astro	cruiser, 2nd class	4,980	10	9,000	Captain L. G. Tufnell	
Bonaventure	cruiser, 2nd class	4,820	10	7,000	Capt. H. H. Forster	
Cadmus	sloop	1,070	6	1,100	Comdr. Luard	
Cherub	water tank and tug	230	—	240	Comdr. H. D. Wilkin, D.S.O.	
Clio	sloop	1,070	6	700	Lt. Comdr. H. E. Sullivan, R.N.	
Dee	torpedo-boat destroyer	500	6	7,000	Capt. H. W. Worley, R.N.	
Diamond	cruiser, 1st class	11,070	10	16,500	Lieut.-Comdr. R. L. Bath	
Ere	torpedo-boat destroyer	550	6	7,000	Lieut.-Comdr. Lewis	
Etrich	torpedo-boat destroyer	550	6	7,000	Lieut.-Comdr. Stevenson	
Famo	torpedo-boat destroyer	500	6	7,000	Lieut.-Comdr. J. May	
Handy	torpedo-boat destroyer	275	6	4,000	Lieut.-Comdr. Richards	
Hart	torpedo-boat destroyer	275	6	4,000	Capt. E. V. B. Charlton	
Hecla	Special Torpedo-vessel	6,400	—	2,400	Capt. W. D. P. Fane	
Hogue	cruiser, 1st class	12,000	14	21,000	Capt. W. D. P. Fane	
Iphigenia	cruiser, 2nd class	3,800	8	9,000	Captain W. D. P. Fane	
Itchen	torpedo-boat destroyer	550	6	7,000	Captain W. D. P. Fane	
Janus	torpedo-boat destroyer	230	6	7,000	Captain W. D. P. Fane	
Kinsha	river gunboat	616	4	1,200	Captain W. D. P. Fane	
Moors	river gunboat	180	2	600	Captain W. D. P. Fane	
Otter	river gunboat	550	6	6,800	Captain W. D. P. Fane	
Rambler	Surveying-vessel	835	6	650	Captain W. D. P. Fane	
Robin	river gunboat	85	2	240	Captain W. D. P. Fane	
Sandpiper	cruiser, 2nd class	3,800	8	9,000	Captain W. D. P. Fane	
Sirius	river gunboat	85	2	240	Captain W. D. P. Fane	
Sipo	cruiser, 1st class	12,000	14	21,000	Captain W. D. P. Fane	
Sut-obj	torpedo boat destroyer	250	6	6,000	Captain W. D. P. Fane	
Takao	receiving ship	4,600	6	6,000	Captain W. D. P. Fane	
Tar	river gunboat	355	6	6,200	Captain W. D. P. Fane	
Vicero	torpedo boat destroyer	620	—	4,500	Captain W. D. P. Fane	
Waterritch	Surveying-ship	340	—	5,500	Captain W. D. P. Fane	

Ask for

TANSAN

A NATURAL MINERAL
WATER Bottled at the
Springs at Takaradzka,
BY

The Clifford-Wilkinson

Tansan Mineral Water Co.,
Limited, Kobe, Japan.

Per Case of 48 Pints \$6.00
Per Dozen Pints \$1.70
Per Case of 100 Spiles \$8.00
Per Dozen Spiles \$1.10

Crisp,
Delicious,
Invigorating.

Drink
the
World
Renowned
Nerve and
Muscle
Strengthener.

THE Original and Genuine is J. Clifford

Wilkinson's.

ACTS gently, Acts pleasantly, Acts
beneficially.

NOTHING like it, or depressed

Spirits.

SIMPLY marvellous.

AND worth its weight in Gold.

NOTHING can eclipse its popularity

**THE HONGKONG FROZEN FOOD
SUPPLY.**

The following are in Stock:-
AUSTRALIAN BEEF, MUTTON,
LAMB, PORK.

DAIRY FARM FED-PORK.

Australian Hares \$1.40 each
do. Rabbits 65 cts. " "
do. Sheep Tongues 50 cts. "
do. Pigs' Knuckles 5 cts. "
do. Pigs' Sausage 65 cts. per lb

Own Made Sausages(made from)

Australian Meats) 25 cts. per lb

Australian Oysters in Wine \$1.25 & \$2.50

of 24 and 5 doz. per lb.

Australian Oysters, large size \$2.50 per tin.

Ham, Australian 60 cts. per lb

Ham, Best York 70 cts. "

(2 cts. extra per lb for Ham if cut).

Bacon, Best Wiltshire 70 cts. "

Australian Lemons 60 cts. & 48 cts.

per dozen

Pigeons 25 cts. each.

Ducks 65 cts. "

Geese \$1.50 "

Fish, Australian Smoked Mullet, 60 cts. per lb

do. do. do. Schnapper, 65 cts. "

Carrot Meat Extract, 20c., 70 cts. per pot

do. do. 40c., \$1.25 "

When ordering please note the following

instructions:-

Orders required to be filled in the Early

Morning should be sent in before 3.30 p.m.

Orders for Noon should be sent in by

8.00 a.m. the same day.

Orders for 3.30 p.m. should be sent in by

Noon the same day.

Hongkong, September 22, 1905. 1278



ESTABLISHED A.D. 1841.

**A. S. WATSON
& Co., Ltd.**

WINE & SPIRIT MERCHANTS**SCOTCH****WHISKY.****WATSON'S**

Celebrated

**VERY OLD LIQUEUR****Scotch Whisky.**

A blend of the finest WHISKIES

distilled in SCOTLAND of

**GREAT AGE,
VERY FINE MELLOW.**

Pronounced by Connoisseurs to be the

BEST BLEND in the FAR EAST.

Per Dozen, - \$16.50.

The following are also recommended, and are unsurpassed in quality:-

Per Doz.

A.—Thorne's Blend ... \$12.00

B.—Glenorchy, Mellow

Blend, a fine 'Soda.'

Whisky of great age 12.00

C.—Aberlour-Glenlivet 18 50

D.—H.K.D. Blend of

the Finest Old Malt

Scotch Whiskies ... 16.00

etc., etc., etc.

A GOOD STOCK

of

PERAMBULATORS

and

MAIL CARTS

ALWAYS ON SHOW.

Wm. POWELL, Ltd.,

HONGKONG.

ALEXANDRA BUILDINGS.

BY TELEGRAPH.**DEATH.**

Ewing.—On September 29, at 30 Leigh
ton Hill Road, Hongkong, Elsie, infant
daughter of Captain and Mrs Ewing, aged
4 days. Deeply regretted.

MEMOS. FOR TO-MORROW.**Miscellaneous.**

Goods per *Sando* not cleared at 4
p.m. on this date subject to rent.

General Memoranda.

WEDNESDAY, October 4:-

Goods per *Louther Castle* undelivered
after this date subject to rent.

Goods per *Kutsang* undelivered after
4 p.m. on this date will be landed.

FRIDAY, October 6:-

Transfer Books of Canton Insurance
Office, Ltd., close from this date to
20th October inclusive.

SATURDAY, October 7:-

10.15 p.m.—Promenade Concert on the
Volunteer Parade Ground.

MONDAY, October 9:-

3 p.m.—Auction of Leasehold Property at
Mr. Geo. P. Lammert's Sales
Room.

Tuesday, October 10:-

Transfer Books of Union Insurance
Society of Canton, Ltd., close from this
date to 19th October inclusive.

Goods per *Orion* unclaimed after
this date at Noon will be subject to
rent and landing charges.

SATURDAY, October 14:-

12.15 p.m.—Meeting of Hongkong
Jockey Club in the City Hall.

THURSDAY, October 19:-

Noon—Meeting of Union Insurance
Society of Canton, Ltd., at Head Office.

FRIDAY, October 20:-

Noon—Meeting of Canton Insurance
Office, Ltd., at Messrs Jardine, Matheson
& Co.'s Offices.

MONDAY, October 23:-

3 p.m.—Auction of Leasehold Property at
Mr. Geo. P. Lammert's Sales
Room.

Tuesday, October 24:-

Transfer Books of Union Insurance
Society of Canton, Ltd., close from this
date to 19th October inclusive.

Goods per *Orion* unclaimed after
this date at Noon will be subject to
rent and landing charges.

MONDAY, October 30:-

3 p.m.—Auction of Leasehold Property at
Mr. Geo. P. Lammert's Sales
Room.

Tuesday, October 31:-

Transfer Books of Union Insurance
Society of Canton, Ltd., close from this
date to 19th October inclusive.

Goods per *Orion* unclaimed after
this date at Noon will be subject to
rent and landing charges.

MONDAY, November 6:-

3 p.m.—Auction of Leasehold Property at
Mr. Geo. P. Lammert's Sales
Room.

Tuesday, November 7:-

Transfer Books of Union Insurance
Society of Canton, Ltd., close from this
date to 19th October inclusive.

Goods per *Orion* unclaimed after
this date at Noon will be subject to
rent and landing charges.

MONDAY, November 13:-

3 p.m.—Auction of Leasehold Property at
Mr. Geo. P. Lammert's Sales
Room.

Tuesday, November 14:-

Transfer Books of Union Insurance
Society of Canton, Ltd., close from this
date to 19th October inclusive.

Goods per *Orion* unclaimed after
this date at Noon will be subject to
rent and landing charges.

MONDAY, November 20:-

3 p.m.—Auction of Leasehold Property at
Mr. Geo. P. Lammert's Sales
Room.

Tuesday, November 21:-

Transfer Books of Union Insurance
Society of Canton, Ltd., close from this
date to 19th October inclusive.

Goods per *Orion* unclaimed after
this date at Noon will be subject to
rent and landing charges.

MONDAY, November 27:-

3 p.m.—Auction of Leasehold Property at
Mr. Geo. P. Lammert's Sales
Room.

Tuesday, November 28:-

Transfer Books of Union Insurance
Society of Canton, Ltd., close from this
date to 19th October inclusive.

Goods per *Orion* unclaimed after
this date at Noon will be subject to
rent and landing charges.

MONDAY, December 4:-

3 p.m.—Auction of Leasehold Property at
Mr. Geo. P. Lammert's Sales
Room.

Tuesday, December 5:-

Transfer Books of Union Insurance
Society of Canton, Ltd., close from this
date to 19th October inclusive.

Goods per *Orion* unclaimed after
this date at Noon will be subject to
rent and landing charges.

MONDAY, December 11:-

3 p.m.—Auction of Leasehold Property at
Mr. Geo. P. Lammert's Sales
Room.

Tuesday, December 12:-

Transfer Books of Union Insurance
Society of Canton, Ltd., close from this
date to 19th October inclusive.

Goods per *Orion* unclaimed after
this date at Noon will be subject to
rent and landing charges.

MONDAY, December 18:-

3 p.m.—Auction of Leasehold Property at
Mr. Geo. P. Lammert's Sales
Room.

Tuesday, December 19:-

Transfer Books of Union Insurance
Society of Canton, Ltd., close from this
date to 19th October inclusive.

Goods per *Orion* unclaimed after
this date at Noon will be subject to
rent and landing charges.

MONDAY, December 25:-

3 p.m.—Auction of Leasehold Property at
Mr. Geo. P. Lammert's Sales
Room.

Tuesday, December 26:-

Transfer Books of Union Insurance
Society of Canton, Ltd., close from this
date to 19th October inclusive.

Goods per *Orion* unclaimed after
this date at Noon will be subject to
rent and landing charges.

MONDAY, December 31:-

3 p.m.—Auction of Leasehold Property at
Mr. Geo. P. Lammert's Sales
Room.

Tuesday, January 1:-

Transfer Books of Union Insurance
Society of Canton, Ltd., close from this
date to 19th October inclusive.

Goods per *Orion* unclaimed after
this date at Noon will be subject to
rent and landing charges.

MONDAY, January 7:-

3 p.m.—Auction of Leasehold Property at
Mr. Geo. P. Lammert's Sales
Room.

Tuesday, January 8:-

THE LOST "SULLY".

If we are to believe the various reports in the Tonkin newspapers on the subject of the salvage of the "Sully," we would almost imagine that the failure of the *ingénieurs Anglais* to float the vessel was a "put up job" and that they were highly gratified when a typhoon came along and upset their work of months. *L'Avant du Tonkin*, on September 20, has a scathing article,—probably the production of a disappointed officer who did not exactly have all his way in the conduct of the operations,—in which the onus of the pontoon dock being caught and destroyed by the typhoon is actually placed on the shoulders of the salvage party. Judging from the full account we have been fortunate enough to obtain, the shoulders are broad enough to carry all or any reproaches, and their former experience in salvage work sufficient to place them *hors concours* where amateur salvors are concerned.

Such at all events, is the opinion of a gentleman just returned from the scene of operations, who, on being interviewed by our representative, gave the following particulars:

Since the night of May 26, when the pontoon dock capsized whilst being sunk under the bows of the cruiser, the work of the salvors might fairly be compared with Victor Hugo's "Tollers of the Sea," for they have not had one fine day out of four. The work done one day was undone the next, and the withdrawing from the wrecked pontoon of over 300 tons of chain ballast, saving the pumps inside, towing the pontoon into shelter and pumping out until it was upright again, was a salvagefeat in itself worth recording. Watertight compartments were built inside with sluices for communication, and the dock was caulked inside and out, rain, heat sunstroke, and fever in the meantime immobilising at least one third of the available crew.

The original wedge patches under the forecastle of the "Sully" having been found by the divers to be worn eaten by the tares, a new system of padded platform was started from the bow of the vessel right to the rock on which she was perched. Several of these platforms measured 12 feet by 6 feet, and weighed over a ton. They were coated with anti-fouling composition and sheathed with zinc, and held in position by steel wire hawsers running right underneath the vessel, these being hauled tight with tackle from the deck. The bottom of the ship resting on the rock could not be approached from the outside, and as, owing to the complicated construction of a modern cruiser, the divers could not get down inside and it was decided to put the dock underneath and give her another try before undertaking rock blasting, which the authorities considered a last resort.

Accordingly the pontoon was towed out again, fully repaired and ready for work, having been sunk and the compartments pumped out in smooth water to test its stability. All was ready to sink it on the morning of August 24 when it came on to blow from the south, and in a rising sea it had to be towed into shelter again.

Again on August 29 it was towed out at break of day, sunk and hauled partly underneath, but it touched the reef, and part of the chain had to be discharged. This work was continued all night by means of the submarine electric lights, the divers hooking on the chains whilst the salvos lighter with steam winch and boiler, hove them up into barges. Next day the pontoon was got well into its position and the pumps started during the night, the bows of the cruiser being now above water. On the following morning the divers examined and closed the hatches.

All went well until an order was given by the Admiral during the forenoon to vacate the ship in consequence of a typhoon having been signalled. The acting-captain of the "Sully" remained till the last with the salvage crew and succeeded in getting all the divers into safety before the blow came on. As a straight-forward typhoon nothing was left to be desired, it blew until it seemed as if the mass of rocks in the Bais d'Along s'viered. Awnings were stripped, lighters and barges got adrift, and only a dead calm at 10 p.m. saved further catastrophes. The return blow was harmless, and next morning at daylight the "Sully" was found to be intact, although full up with water. The pontoon, from which appeared of it above water, looked done for. Steel was up and the forward and of the cruiser pumped out in a few hours, freeing the pontoon, which was then towed from under to clear the platforms in case of breaking up.

A heavy swell coming in the same night completed the destruction, as the inside lining was found drifting inshore the following day. Pump trials were then made on the forward part of the vessel to see if the platforms would hold, but although the divers reported them tight, a flow was observed from the engine room aft, which, from appearance, came from the drains in the double bottom, all the bulk heads above this being intact.

The weather continued very bad, but operations with the air compressor were again commenced, and the pneumatic tools tried, but the heavy sea running prevented any progress being made until another order was given to abandon the ship on the afternoon of September 20.

Trials of the Salvage Party.

A goodly number of the sailors having no confidence in the "Sully," than ambition for another night amongst the rocks, preferred to remain on board. Their experiences are worth recording. According to one who crept and groaned, crouched and aware like a human being, whilst the sea broke clean over her: another said, "too much bobbery down below. I think got more hole that diver man plug up." Daylight showed the ill-fated "Sully" with her bows under water to the forecastle, seas breaking over the forward bridge, the propellers in the air, and the sea too heavy to board her.

She was in that position when our informant left her, but the indefatigable salvors were getting up steam again and firing for their pumps sunk with the pontoon.

Since then, as we announced on Saturday,

another typhoon has visited the spot and effectively completed the work of destruction, smashing the "Sully" up and removing her entirely beyond the power of man. Though the vessel has gone down after such an expenditure of money and effort, and taking into consideration the exposed position of the wreck—she was right in the open sea—the efforts of the Hongkong salvors instead of being disparaged by the Tonkinians, should serve as another link in the *entente cordiale*. Our men did their very utmost amidst heart-breaking trials, and Messrs Wilks and Jack, upon whom the burden of responsibility has fallen deserve well of the French, and will certainly have the sympathy of all Britons. In the face of stupendous difficulties they persevered, and only gave in when the irretrievable elements rendered further effort impossible.

CONSECRATION OF BISHOP POZZONI.

Ceremony at the R. C. Cathedral.

The ceremony in connection with the consecration of the Right Rev. Domenico Pozzoni, the Bishop of Tavira and Vicar Apostolic of Hongkong, took place at the Roman Catholic Cathedral yesterday morning, in the presence of a large section of the Roman Catholic community of the Colony. The ceremony was an impressive one, the consecrating Prelate being Bishop Manciotti, who was assisted by Bishop Clemente, of Amoy, and Bishop Micali, of Canton. The Cathedral was specially decorated for the occasion, red and white being the prevailing colours, and the effect produced was a very striking one. The congregation was a large and representative one, amongst those present being Mr. E. A. Ponsorby, representing His Excellency Sir Matthew Nathan; Admiral Jonquieres, and several officers from the French cruiser "Guichen"; Mr. S. Romano (Consul for Portugal and Brazil); Chev. Volpioli (Consul for Italy); Mr. G. Liebert (Co consul for France); the Consuls for Belgium, Spain, and Peru and many other gentlemen, and a representative gathering of clerics.

The original wedge patches under the forecastle of the "Sully" having been found by the divers to be worn eaten by the tares, a new system of padded platform was started from the bow of the vessel right to the rock on which she was perched. Several of these platforms measured 12 feet by 6 feet, and weighed over a ton. They were coated with anti-fouling composition and sheathed with zinc, and held in position by steel wire hawsers running right underneath the vessel, these being hauled tight with tackle from the deck. The bottom of the ship resting on the rock could not be approached from the outside, and as, owing to the complicated construction of a modern cruiser, the divers could not get down inside and it was decided to put the dock underneath and give her another try before undertaking rock blasting, which the authorities considered a last resort.

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White Bishop Pozzoni was being conducted round the Cathedral the *Te Deum* was sung by the choir and clergy, and the Bishop gave his blessing to the people.

After the conclusion of the service Bishop Pozzoni received congratulations from the Consuls and church dignitaries, and at 2 p.m. addresses were presented from different congregations and religious institutions.

DECIMAL OR SEDECIMAL SYSTEM?

Compared with our chaos of weights and measures the decimal system seems altogether desirable. It is simply the application of our decimal notation to currency and measurements. But the prior question is, has not pointed out by a writer in the *World's Work*, whether the decimal notation is best for our purposes. We may count by our fingers and so compute decimal. But ten is an awkward number to divide. In division we proceed naturally to have the whole, then to halve the halves, and so on, a process to which the system of the decimal notation is not adapted.

Mention has already been made to the levelling effect of a sea voyage. It is like being east upon a desert island, where all have to contend upon equal terms for a living. The distinguished functionary who ought to have been at the royal ball the night the "Sully" remained till the last with the salvage crew and succeeded in getting all the divers into safety before the blow came on. As a straight-forward typhoon nothing was left to be desired, it blew until it seemed as if the mass of rocks in the Bais d'Along s'viered. Awnings were stripped, lighters and barges got adrift, and only a dead calm at 10 p.m. saved further catastrophes. The return blow was harmless, and next morning at daylight the "Sully" was found to be intact, although full up with water. The pontoon, from which appeared of it above water, looked done for. Steel was up and the forward and of the cruiser pumped out in a few hours, freeing the pontoon, which was then towed from under to clear the platforms in case of breaking up.

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The weather continued very bad, but operations with the air compressor were again commenced, and the pneumatic tools tried, but the heavy sea running prevented any progress being made until another order was given to abandon the ship on the afternoon of September 20.

THE INWARDNESS OF A PLEASURE TRIP.

A Month on a Steam-Yacht.

III.

(Concluded.)

[FOR THE CHINA MAIL.]

LONDON, August 23.

When will the English learn to be natural?

The Scotch and the Irish passengers are much more honest and spontaneous, though they also, and particularly the Scotchmen, suffer considerably from what the French call "spleen." At table the position is often excruciating; almost everyone is possessed of good qualities, and even of special information; perhaps not a single one has any desire to be unsociable; but nearly all are afflicted with that nightmare of malice which seems to seize hold of us as a race the moment we are thrust into each other's unfamiliar company. Even the lucky group which have blundered into or engineered a social heartlessness have not the tact to cultivate and spread it by making happiness general, or by the use of natural good breeding.

No sooner was the yacht well under weigh

than the general body of us were informed that a meeting of the amusement committee had been convened and held, to which we might all have been present had we so chosen. A resolution had been passed that each male passenger should contribute fifteen shillings, and each lady ten the money to go first of all in providing prizes for those who should win, or come second, or come last at each deck games as "bull," "push," "quoit," potato races, "cock" fights, sling the monkey, and so on, or at such smoking room and saloon games as *whist*, bridge, *pique*, draughts, or chess. The balance of the £100 was to go towards refreshments, and towards gratuities to the officers, sub-officers, deck stewards, sailors and others who did not fall within the usual "tipping" scope, but who should have administered to the amusement and entertainment of the passengers, by getting out steam launches and boats, clearing the decks, putting up awnings, clearing off the elements, shifting the chairs, pianos, etc, or regaling us with dances and other music.

The day before our return to Tilbury the Admiral, as the most distinguished passenger on board was invited to distribute these prizes.

At a formal gathering of great solemnity, the gallant chairman carried out this agreeable duty; speeches were made; captain and officers were unanimously acclaimed good fellows; everything was voted a complete success; and £30 worth of prizes was divided, chiefly amongst the favoured dozen or so who had "gone in" con amore for most if not all the games.

The conventional British mind delights in a function; it applauds collectively assiduity in whitewashing or wiping off a piece of business; it is like a church parade; everyone would as soon be out of it as in; but it is necessary or advisable to keep in the swim and look occupied and gay; consequently we all declared the whole business (rather a nuisance to those loving to parade the decks) hugely enjoyable and a great success.

Leo Deutsch and others who have described

Russian prisons, lay stress upon the deadly monotony of the daily life; the morose impatience with which one contemplated the same familiar figures day by day; the difficulty of raising interesting subjects for conversation. What does it matter how clearly the most eloquent speakers can expound a political theory, or narrate a stirring anecdote, when orator and audience are confined within the limits of four walls? Suppose we contemplated the doings of the earth from a balloon, and had no prospect of descending for an indefinite time. What use would be the conventional British mind delighted in a function, what would it do? It would be quite remarkable. By nature inclined to take everything for granted, yet the whole of us would be quite as interested in the doings of the earth from a balloon, and had no prospect of descending for an indefinite time. What use would be the conventional British mind delighted in a function, what would it do? It would be quite remarkable. 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By nature inclined to take everything for granted, yet the whole of us would be quite as interested in

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

W	named	STEAMERS	TO SAIL ON	REMARKS.
SINGAPORE, COLOMBO & TIENTSIN	... F. E. AN. BROWN, R.N.E.	... Noon, 3rd	Freight only	
BOMBAY	... G. M. MONTGOMERY, R.N.E.	... October	Freight and Passage	
SHANGHAI	... C. R. LONGDEN, R.N.E.	... About 6th	Freight and Passage	
LONDON, &c.	... F. J. FOX	... About 7th	See Special Advertisement	
YOKOHAMA, VIA SHAI	... NUBIA	... About 15th	Freight only	
KOJI AND KOBE	... C. R. LONGDEN, R.N.E.	... October		
YONDON & ANTWERP, VIA PERA	... A. L. VALENTINI	... About 25th	Freight only	
SAID AND MAREBLES				

P. & O. S. N. Co. in Office, Hongkong, October 2, 1905.

L. S. LEWIS, Acting Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES, Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

Saving 3 to 7 Days across the Pacific. (Subject to Alteration).

R.M.S. PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Com. R. ARCHIBALD, R.N. 6000 Tons Wednesday, Oct. 18.

ATHENIAN...Com. S. ROBINSON, R.N.E. 3882 Tons Wednesday, Nov. 1.

EMPEROR OF INDIA...Com. E. BEETHAM, R.N.E. 6000 Tons Wednesday, Nov. 15.

TARTAR...Com. W. DAVIDSON, R.N.E. 4455 Tons Wednesday, Nov. 23.

EMPEROR OF JAPAN...Com. H. PUGH, R.N.E. 6000 Tons Wednesday, Dec. 13.

Hongkong to London, 1st Class, £100, via St. Lawrence £60, via New York £62.

Intermediate on Steamer £40, 2nd Class, £42.

THE magnificient "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the Voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. TARTAR AND ATHENIAN Carry INTERMEDIATE Passengers only at intermediate rates, offering superior accommodation for that Class.

Passengers booked through to all principal points and AROUND THE WORLD, SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

CORSAIR PIER, STREETS and PHAYA, Opposite Blake Pier, Hongkong, September 20, 1905.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, THE INLAND SEA OF JAPAN, NAGASAKI, KOBE, YOKOHAMA, FOR PORTLAND, OREGON, OREGON RAILROAD & NAVIGATION CO. CONNECTION WITH THE

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL AT DAYLIGHT ON.
ARABIA	4483	METZENBURN	Nov. 7, 1905.
ARAGONIA	5188	ERNST	Nov. 29, 1905.
NICOMEDIA	3570	WAGEMANN	Dec. 22, 1905.
SUMANTIA	4370	FELTMAN	Jan. 7, 1906.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with our agents in

S. SILVERSTONE, Acting General Agent.

Hongkong, September 27, 1905.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

For	Leaving	Leaving
TAMSU, Via SWATOW AND AMOY,	SUNDAY, 8th Oct.	10 a.m.
ANPING, Via SWATOW AND AMOY,	WEDNESDAY, 4th Oct.	10 a.m.
SHANGHAI, Via SWATOW, AMOY AND FOOCHEW,	THURSDAY, 6th Oct.	10 a.m.
FOOCHEW, Via SWATOW, AND AMOY,		
FAMSU, Via SWATOW, AND AMOY,		

* This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.

+ Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local branch office, at No. 8, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, September 25, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS, FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail.
SHAWMUT	9606	E. V. Roberts	About Oct. 11.
HYADES	3763	Geo. Wright	About Nov. 11.
TREMONT	9608	T. W. Gavlock	About Nov. 21.
LYRA	4417	G. V. Williams	About Dec. 9.
PLEIADES	3763	F. G. Purinton	About Dec. 29.

* Cargo only.

CHARGE FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The "Shawmut" and "Tremont" are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to

DODWELL & CO. LIMITED.

GLEN'S BUILDINGS.

Hongkong, September 21, 1905.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

MONTHLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	TO	DATE
GLASGOW AND LIVERPOOL	KINTUCK		4th October.
GLASGOW AND LIVERPOOL	CALIFORNIA		10th "
GLASGOW AND LIVERPOOL	DELACALON		15th "
GLASGOW AND LIVERPOOL	MENELAUS		31st "
GLASGOW AND LIVERPOOL	PINSUEY		31st "
GLASGOW AND LIVERPOOL	HECTOR		6th November.
GLASGOW AND LIVERPOOL	GLAUCUS		14th "

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	ALLEGRIUS	7th October.
GENOA, MARSEILLE & LIVERPOOL	AMENON	15th October.
LONDON, AMSTERDAM & ANTWERP	DOMET	24th October.
LONDON, AMSTERDAM & ANTWERP	MACHAON	7th November.
GENOA, MARSEILLE & LIVERPOOL	CHIANGWO	14th November.
LONDON, AMSTERDAM & ANTWERP	KINTUCK	21st November.

* Taking Cargo for Liverpool at London Rates.

TRAS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, VANCOUVER, SEATTLE, TACOMA, AND CALIFORNIA COAST PORTS	PINSUEY	1st November.
VICTORIA, VANCOUVER, SEATTLE, TACOMA, AND CALIFORNIA COAST PORTS	YOKOHAMA	24th October.

WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA, VICTORIA, MACHAON	YOKOHAMA		3rd November.
FOR Freight, apply to BUTTERFIELD & SWIRE, Agents.			

Hongkong, September 30, 1905.

18

L. S. LEWIS, Acting Superintendent.

Hongkong, October 2, 1905.

18

L. S. LEWIS, Acting Superintendent.

Hongkong, September 27, 1905.

18

L. S. LEWIS, Acting Superintendent.

Hongkong, October 2, 1905.

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L. S. LEWIS, Acting Superintendent.

Hongkong, September 27, 1905.</p

Intimations.

MIYAKO HOTEL,
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

December 5, 1904.

KWANG TSZE AND THE SKULL.

Translation From the Chinese, B.C., 350,
Works of Kwang Tsze, by T. W.
Hoyle, M.A., M.D.Kwang Tsze, the old Chinese philosopher,
Came on a skull, whilst trudging on his
way;He touched it with his foot, and said, "Good
sir,

How can you here to-day?"

Did you, in greed of life forget to learn
The silent lessons taught by reason's
voice,And so came to this melancholy turn
Less from your fate than choice?""Or, serving some down-falling state, there
diedBeneath the ax, and so achieved your
end?Did evil deeds leave you no parents' pride,
No wife, nor child, nor friend?""Or was it hunger, or neglect or cold,
Or unrequited toil, or famine fell?Or had you passed your utmost span, and
old?

Laid of your mortal shell?"

So speaking to this roll of the dead,
He took it up, and keeping it in sight,
He made a pillow of it for his head
The while he slept that night.The skull appeared at midnight, like a
dream. And said, "The things you spoke to me
to-day
Were like the speech of those who speak,
but seem
To know not what they say."Such things as those to us are no concern,
For after death,—but would you hear of
death?"I would," Kwang Tsze replied. "Then to
me turn

For I am scant of breath."

Time does not change for us with hopes or
fears,We know not of the seasons' death, or
birth,Tranquillity and ease are ours, the years
Are those of heaven and earth."No King in his proud court can e'er enjoy
More honourously,—" I fear you over-
drawYour picture," said Kwang Tsze, "suppose
that I

Could charge death's changeless law,"

And that the lord and master of all life
Could bring your body back to life again,
Restore your friends and children, parents,
wife.

What would you answer then?"

The skull stared at him with a stony gaze,
And knitted brows, and said, "And
thinkst thou thenThat I would leave these joys of endless
days

To toil once more with men?"

A CHILL IN THE KIDNEYS

LEADS TO YEARS OF KIDNEY SUFFERING—
STAB-LIKE PAINS IN THE BACK, DIZZI-
NES, BLURRED SIGHT, URINARY
TROUBLES, ETC.

46. Morden's Buildings, Cork, Ireland.

TEN years ago I caught a bad chill in the
kidneys, through getting drenched in a
storm. For three months after, I was so
ill that I couldn't do a stroke of work. I
was nearly paralysed with the awful pains
across my back, and in my loins. The
secretions from the kidneys were highly-
coloured and unnatural; I lost my appetite,
and the sight was blotted at times. I also
had bad attacks of dizziness, and if I
attempted to turn, the stab-like pains in my
back were beyond description. How to lie
in my bed I did not know, for the grinding
pains in my back gave me no peace or rest.
I always felt tired and fagged out, and in
latter years I became wasted away to a
mere shadow.Eight months or so ago I began using
Dolan's Backache Kidney Pills and finding
them doing me good, I kept on with them.
Within four weeks I was as strong and well
as I had ever been, and there's been no
return of my illness from that day to this.
I always give my consent to your publishing
these facts, and I would conclude by wishing
every sufferer the success I have had
with your medicine.

(Signed) PATRICK AHERN.

Backache is really kidney-ache. It isn't
the back itself that aches, but the kidneys.
They lie just beneath the small of the
back. When the back is weak and lame—
when it "cricks" if you turn or stoop
sharply—when it burns, or spoils your
appetite, give your kidneys pills at once in
Dolan's Backache Kidney Pills, and how
quickly your back will grow strong and
well, and how your general health will im-
prove.Dolan's Backache Kidney Pills are 2/0 a
box, or 13/0 for 6 boxes. To be had of all
chemists and medicine-dealers, or direct
from the proprietors, the Foster-McClellan
Co., 5 Wells Street, Oxford Street, Lon-
don, England, post free on receipt of price.NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.TOTAL FUND at 31st December, 1904,
£17,161,293.

I.—Authorized Capital £3,000,000

Subscribed Capital £2,750,000

II.—Fire Funds £301,266 12 0

III.—Life Assured £18,472,632 7 0

£17,613,933 19 19

Revenue: Fire Branch, £56,713 1 8

Life & Annuity Branches, £1,832,216 3 4

£3,088,929 6 0

The Accumulated Funds of the Fire and
Life Departments are free from liability in
respect of each other.

SHEWAN, TOME'S & CO., Agents.

Hongkong, June 29, 1904.

1597

THE BEST BILLIARD TABLES
IN THE COLONY ARE ATTHE KOWLOON HOTEL,
KOWLOON.A High-class Tourist's Hotel under Ameri-
can Management. First-class Out-
sine, Beautiful Garden.

MODERATE CHARGE.

J. W. OSBORNE,
Proprietor and Manager.

Hongkong, November 28, 1904.

1597

ZETLAND HOUSE.

SUPERIOR ACCOMMODATION
(Commodious Rooms).

No. 10, Queen's Road Central.

MODERATE CHARGE.

Mrs. WATLING, Proprietor and Manager.

Hongkong, July 7, 1904.

1597

Intimations.

MIYAKO HOTEL,
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

December 5, 1904.

OSAKA HOTEL,
NAKANOSHIMA PARK,

OSAKA, JAPAN.

(TELEPHONE: No. 712, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA
Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT CUISINE.

R. EARL, Manager.

December 5, 1904.

2182

ALMOST EVERYONE, AT THE END
OF SUMMER, FEELS WILTED
AND RUN DOWN. We wonder how westood the heat of January and February so
well, only to collapse when the weather is
appreciably cooler. The reason is that the
Summer strain is just beginning to tell on us.We need to CLEAR THE SYSTEM
OF POISONOUS WASTES, and to stimulate
the Liver and Kidneys into action again.IN CHOOSING AN APERIENT
WE look for certainty of result, gentleness of action, and palatability.LAXATINE, THE WORLD FAMOUS HUNGARIAN APERIENT, is the only one of all the
hundreds before the public which meets the ideal conditions. It is recommended by
Physicians as specially suitable for the use of ladies and children. TRY ONE BOX.

THE PRICE IS ONLY ONE SHILLING. Prepared only by the LAXATINE CO.,

LTD., Budapest, Hungary.

SOLD BY ALL CHEMISTS AND STOREKEEPERS.

ENO'S
A SIMPLE REMEDY
FOR ALL 'FRUIT' IMPURITIES
OF THE BLOOD. SALT.'It is not too much to say that the merits of
ENO'S 'FRUIT SALT' have been published, tested, and
approved, literally from Pole to Pole, and that its
cosmopolitan popularity to-day presents one of the
most signal illustrations of commercial enterprise to be
found in our trading records.—*European Mail*.CAUTION.—See Capsule marked ENO'S 'FRUIT SALT' WITHOUT IT YOU HAVE A
WORTHLESS IMITATION.

Prepared only by J. C. ENO, LTD., 'FRUIT SALT' WORKS, LONDON, ENGL.

by J. C. ENO'S Patent.

Sold by Chemists, &c., everywhere.

Hotels.

KING EDWARD
HOTEL.A HIGH-CLASS PRIVATE
HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hot at Separate Tables.

For terms, &c., apply to the
MANAGER.

Hongkong, June 10, 1904.

1597

INSURANCES.

FIREMAN'S FUND INSURANCE CO.

OF SAN FRANCISCO, CALIFORNIA.

STATEMENT TO 31ST DECEMBER, 1903.

ASSETS, GOLD, £5,888,820.97

NET SCRAPS, GOLD, £2,165,118.80

INCOME, GOLD, £5,470,787.63

FIRE BRANCH.

THE WESTERN ASSURANCE COM-
PANY OF TORONTO AND
LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE UNDERSIGNING having been appointed
AGENTS for the above are prepared to accept Risks at Current Rates.

ALEX. ROSS & CO.

Hongkong, April 23, 1904.

1597

VICTORIA HOTEL,
SHAMEN, CANTON.

ON THE BRITISH CONCESSION.

MACAO HOTEL,
MACAO, CHINA.

In the Centre of Praia Grand.

BOTH Hotels under Experienced
European Management.Every Comfort and Convenience for Resi-
dents and Tourists.

WM. FARMER, Proprietor.

Hongkong, June 6, 1904.

1597

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Proprietor and Manager.

Hongkong, July 7, 1904.

1597

BOYCOTT IN INDIA.

RIOTS IN CALCUTTA.

CALCUTTA, Sept. 2.—The wholesale boy-
cotting of English goods by the Bengali
population owing to the Partition scheme
is assuming gigantic proportions. Bands,
composed chiefly of Bengali students, take
up positions outside European shops and
intimidate native purchasers, while if any
native eludes their vigilance and makes
purchases in a boycotted shop, he is
prevented from leaving the premises with
the goods he has purchased. If the
European assistants remonstrate, as occur-
red at Whiteway and Laidlaw's to-day,
they are severely assaulted by the
huge crowd of boycotters.The movement has become so extremely alarming that
the Marwarie Chamber of Commercehas found it necessary to send an
urgent message to the Manchester Cham-
ber of Commerce stating that the saleof piece goods is practically stopped and
urging to petition the Secretary of State to
abandon the Partition scheme, otherwisethey will be unable to fulfil their present
contracts or to enter into any new ones and
many leading native import firms in Cal-
cutta will be ruined.The Manchester Chamber of Commerce has
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